

MOTORCYCLE NOW IS MILITARY FEATURE

Border Experience of the Guard Shows Its High Value.

The next time you see a motorcyclist chugging serenely along the road, look him over carefully and speculate as to whether he may be afflicted with flat feet, defective organization, or any other flaws which might bar him from military service. That is what Uncle Sam is doing, for the motorcycle has risen to so prominent a place in military affairs that the event of a soldier's war would mean the immediate employment of thousands of motorcyclists for army service.

The importance of the motorcycle has at once in the army is little realized by the general public, whose attention has been centered on the development of machine guns, field artillery, and the army's enlisted personnel. Nevertheless the motorcycle, though heralded by no controversies and discussions in the public press, has been coming to the front by leaps and bounds. Already hundreds of the machines are in service along the border, and more are being added continually. Illustrative of its present prominence is a letter recently sent by an army officer, stationed on the border, to the Hendee Manufacturing Company.

First Was Instruction School.

The letter states in part: "Our present company was organized on May 24, 1916, with a nucleus of two officers and forty-eight enlisted men, with twenty-two motorcycles, twelve being solo machines and ten with side cars. At present the company has developed into an organization of three officers, 100 enlisted men, forty-three motorcycles with side cars, fourteen motorcycle machine guns.

"The company was originally organized and planned as a school of instruction for enlisted men in the care and handling of motorcycles, but hardly had the company been first assembled when the general commanding the district saw the urgent necessity of constant patrolling along the border from Sierra Blanca, ninety-two miles east of the headquarters station, to Mt. Riley, forty-six miles west, and patrol work was started. To master the heavy roads while carrying a passenger, with rifles and equipment of the soldiers, the neces-

sity of side cars for all machines was seen, and the cars were secured.

"While the solo machine is ideal for messenger work in the city and about the camps on good roads, the side car has numerous advantages in traveling the country roads, and the percentage of accidents to the motorcyclists was reduced to a minimum by the use of the side car.

"The motorcycle with side car has proved itself indispensable in this district for distant and rapid patrolling, to re-enforce a threatened point quickly, and the rapid placing of supports in a given zone. As an example, I might cite one instance in which the motorcycle and side car impressed us so favorably as an indispensable military adjunct.

Requires Daily Care.

"Experience has taught us that motorcycles must not be left entirely to the care of their enlisted drivers if the best of service is to be obtained from them. As the cavalryman daily grooms his horse, and as the officer inspects to see that the grooming is properly performed, so must the driver daily care for his machine, and it must be thoroughly inspected by a competent officer to see that it is properly cared for and fit to be taken out on a run. When the cavalry horse becomes slightly ill, he is immediately placed on the sick report, and is given the attention of a veterinarian until such time as the mount is again able to perform his duties properly. When the motorcycle becomes partially disabled, even though it will yet run and do its work, it should not be allowed to leave the garage unless every part is working properly, and it should have the attention of an experienced mechanic until such time as it is again ready to go out."

COOLED AUTOMATICALLY

Marmon 34 Has Thermostatic Engine Temperature Control.

Thermostatic control of engine cooling is one of the new 1917 features of the Marmon 34. The thermostat is a very simple device that effectively keeps the temperature of the water between 125 and 175 Fahrenheit all the time the motor is running. When the engine is cold the "syphon" unit in the thermostat is contracted, and the water entering the cylinder does not circulate through the radiator, so that it heats up very rapidly.

As soon as the water becomes heated the "syphon" unit automatically turns the circulation through the radiator, so that when the water is hot all the water passes through the radiator. Thus the water warms up very rapidly when the engine starts, and is prevented from becoming too hot as the engine heats.

MOTOR CARNIVAL TO OPEN MONDAY

Automobile Trade Association Will Show Every Branch of Great Industry.

Washington's motor carnival will begin on Monday morning. Consistent with the scheme of the hour, decorations of the forty-odd show rooms of local automobile dealers will be bunting, flags and flower.

There were present at the meeting of the new Automobile Trade Association last Tuesday evening, representatives of practically every motor agency in Washington. Each of the firms has arranged with its factory to have blocked engines, special models and factory experts on hand. Coming at a time when the automobile shows are over, the various special cars and other exhibits of moving parts, disassembled motors and stripped chassis will be much more available for the carnival.

Concerns represented at the rejuvenation gathering of the association, each of whom will take an active part in the carnival, include the Marmon-Handley, Winton, Standard, Grant-Studebaker, Oldsmobile, Hudson, Dodge, Cadillac, Packard, Overland, Jeffery, Auburn, Pathfinder, White, Stearns-Knight, Milburn-Electric, Detroit Electric, Firestone tires, Chevrolet, Scripps-Booth, Marmon, United States tires, Baker R. and L. Electric, Saxon, Westcott, Buick, Maxwell, Oakland, Reo, Allen, Kissel, Chandler, Cole, National, Chalmers, Viole, Premier, the Herald, the Star, the Post, The Washington Times.

The last sentence is not qualified in any way.

There are about ten more dealers who were unable to be present. Some of them were already members of the association, the rest joining later in the week. The Roamer, that much talked about newcomer, is one. Additions to the list include the Hal-Crow, Apperson, Pullman, Empire, MacFarland, Paige, Locomobile, Pierce-Arrow, Briscoe, Mitchell, and Dorr.

The various show rooms will be open evenings from 7 to 10:30, and each dealer has dedicated two or three cars to serve in "accommodation service," that is, taking the visitor from one show room to any other he cares to visit, and the next dealer performing a like service when the visitor desires to go elsewhere.

Monday morning, April 2, to Saturday night, April 7, to Saturday night, April 7.

Every visitor to the shows is his

own invitation. Visits to the different show rooms will be made on the self-starting basis, because everybody is invited.

SAYS LIGHTER CAR IS MORE EFFICIENT

Authority on Automobile Design Explains Why It Is Less Expensive.

Joseph Brinker, an authority of note on motor car design, said in a recent issue of Collier's:

"The big, heavy men must expend a considerably larger part of their energy in moving themselves through space than do the lighter men. The latter are more active and use up more of their muscular energy in performing actual work, rather than moving their own bulk from place to place.

"So it is with the lighter car, as compared with the heavier one of the same motor horsepower. The latter is less efficient than the former because it must carry around its additional weight. This means more wear on the car itself, more wear on the tires, and a greater relative consumption of fuel for the work performed, all of which means a higher operating cost."

There, in a nutshell, is the reason why manufacturers are advertising lightweight and salesmen are talking it. The sales of cars would seem to show conclusively that the number of people who want excess power and size, and are willing to stand the expense, is continually getting smaller. For these things not only make economical operation impossible, but eliminate the quick starting and stopping qualities, and ability on the road, that are such notable characteristics of the lighter cars of the best design.

TWO WAYS TO TEST AUTOMOBILE OIL

Heat Bottle Till Vapor Forms or Shake Water and Lubricant Together.

By C. ROYCE ROUGH,
(Local Marmon Distributor.)

Automobilists are generally recognizing the need of good lubricants for engine oils.

We have regarded this as important to the users of the Marmon 34, the very efficient engine of which will give so much better service if properly lubricated.

There are two ways to test oil. One is gradually to heat a bottle of oil until a yellow vapor arises on the surface; maintain this heat about fifteen minutes, then let the oil stand about twenty-four hours. If the oil is of good quality, it will only turn a little darker than originally, but if it is not of good quality it will turn black and a certain amount of black sediment will be seen. This is exactly what happens if such oil is used in the engine.

Another test is to take an equal quantity of oil and water and shake them together for about thirty minutes. After standing for twenty-four hours the good oil will rise to the top of the water, showing a clear line of separation. A poor oil will have a considerable strip of white fluid between the oil and the water, and if the oil is of a poor grade most of the fluid will become this whitish substance.

This test is important, because a slight amount of water might become mixed with any oil, and the oil should be of good enough quality to prevent serious damage under these circumstances.

Closing Out Sale Used Cars

Every Used Car Must Be Sold Within the NEXT FIVE DAYS

We Are Offering Our Entire Stock at Reductions

Up to 50 Per Cent

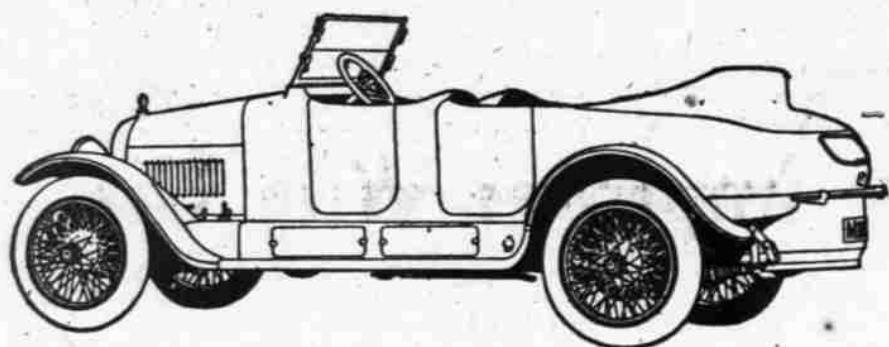
BIG ASSORTMENT—MANY LATE MODELS

Come in and Compare Values—They Can't Be Beat.

This Is More Than a Clearance Sale—It Is an Absolute CLEAN UP OF ALL USED CARS ON HAND.

Terms Will Be Considered.

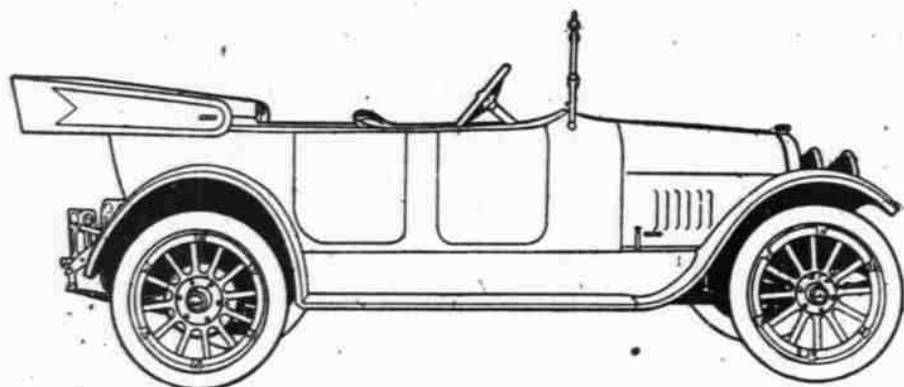
MILLER BROS.
AUTO & SUPPLY HOUSE
1119 Fourteenth St. N. W.



Pathfinder

The new Pathfinder Seven-Passenger Touring Roadster achieves distinction so marked that it sets itself apart from every other car built.

The disappearing top and concealed spare wheel and tires symbolize the new Pathfinder's break with the past. Its chassis is a masterpiece of engineering and its engine unmatched for power range, flexibility and economy.



Auburn

The Auburn for 1917 is unique among medium priced cars.

The reputations of its staunch, powerful motor and rugged general construction are already firmly established.

But its refinements are many and varied—its oversize doors—invisible hinges—extra width between the front seats—the new pitch of the seats for more comfort.

The Motor Company of Washington

24th and M Streets
West 710-711

1022 Connecticut Ave.
Main 6395

DAY SERVICE—NIGHT SERVICE

Main 4233

24-HOUR SERVICE STATION

No Connection With Any Other Establishment

625 G St. N.W.

FORD SPECIALISTS

We do not waste words in talking "quality"—we guarantee all the repair work we do.

Drive in for repairs or adjustments any hour, day or night. Expert mechanics are at your service twenty-four hours a day.

And if you have a break-down, any time, any place, telephone us. We'll fix you up or tow you in.

Come in and get it fixed!

L. A. WEED, Manager
Formerly of Record Auto Co.